

MAMMOTH DIRIGIBLE BUILT FOR BOMBING

British Had Intended to At-
tack Berlin and Other
German Cities.

IS 643 FEET IN LENGTH

Has Lifting Power of 59 Tons
and Can Carry 5,751 Gal-
lons of Gasoline.

The R-34, now a peace ship, originally was designed to out-Zeppelin Germany's Zepplins. The mission cut out for the R-34 and her sister airship, the R-23, was to fly low over German cities, drop 500 pound bombs and blow buildings and populace to smithereens. Batteries for eight guns on the upper structure provided the certain means of bringing further death and destruction.

The sudden termination of the war put a stop to these death dealing plans. Designs on Berlin and other German municipalities were forgotten. The R-34 was converted into a peace ship. Then came the rumors that Germany would refuse to accept the peace terms and again the R-34 was placed on a war basis. She carried no bombs, but the Germans were tremendously impressed with her possibilities. As soon as it became a moral certainty that the Germans would sign the treaty and promise to behave themselves, the crew resumed preparations to come to America and make us a visit.

Longer Than Most Steamships.

The R-34 is bigger than anything else that carries men and freight with the exception of the biggest of the big ocean steamships. Her balloon is 43 feet long from nose to stern. Her beam is 71 feet. If placed on end she would stick out twenty-seven feet above the top of the Singer Building. Her measurements are very closely those of the steamship Adriatic of the White Star Line.

Suspended from the balloon are four gondolas. The distance from the bottom of the lowest gondola to the top of the gigantic balloon is seventy-nine feet. The gondola placed forward is for the captain and the pilot. Two wing gondolas hang amidships under either side of the balloon. The fourth is suspended aft.

The forward and amidship cars each carry a Sunbeam Motor engine capable of generating 275 horsepower. The aft gondola is equipped with two of these powerful engines. The total of the four is 1,100 horsepower.

The propellers of the forward and wing cars measure 17½ feet from tip to tip and the propellers of the aft gondola 15½ feet.

There are nineteen gas bags inside the outer rigid envelope, which is built of duralumin and covered with the usual aviation fabric painted a silvery blue. Duralumin is a patented aluminum alloy discovered by one A. Wilson, who hailed from Berlin, Germany.

Hydrogen Gas Employed.

The gas bags are filled with hydrogen gas and furnish the lifting power. The bags are partitioned so as to allow space for members of the crew to pass freely throughout the interior of the envelope. The inside of the envelope looks not unlike the inside of a collapsed circus tent. The gas bags form a sloping shelter over a narrow runway which extends the entire length of the ship.

This runway is reached by ladders from the four gondolas. Aboard the wing cars inside the envelope is a messroom for the crew. Cups, plates, etc., hang on the wall, and everything is as shipshape as a cook's galley.

The gondolas have comfortable accommodations for the members of the crew, with sleeping quarters for half that number. Radiators on top of the motors supply the men with hot water and electric stoves guarantee hot meals.

The dirigible has 2,900,000 cubic feet of hydrogen gas imprisoned in her balloon and her eighty-one tanks can carry a total of 5,751 gallons of gasoline for her five engines. The R-34's lifting capacity is 59 tons, of which 2½ tons is dischargeable weight, or weight which can be disposed of from the ship itself.

Wireless Radius 500 Miles.

The wireless is controlled from the Captain's gondola. It is possible to send messages 500 miles by the set and thus the dirigible was in a position to get word to the shore at every point of its history making journey.

Because the greatest danger to such a craft is fire the most elaborate precautions were taken to prevent a blaze. The dirigible is bristling with fire extinguishers in all parts. The crew even wear rubber shoes as a fire prevention measure.

It is estimated that it cost the British Government \$5,000,000 to build the R-34 and her hangars and to train the crew to operate the airship. All Britishers are of the opinion that it was worth the money.

Most folks who saw the great British airship tried to think of something that it most looked like and the majority apparently were agreed that as it sailed

Directions Given for Public View of R-34

THE British dirigible is at Roosevelt Flying Field, near Mineola, L. I.

Guests enter Roosevelt Field from Stewart avenue, opposite Mitchell Field. Cards will be used for admittance to the grand stand at the south side of the field, which is reserved for guests.

The adjoining grand stands will be for accredited press representatives and photographers.

The general public will view the airship from the north side of Roosevelt Field, entering from the Old Country road, and also the area south of Motor Parkway, between it and Stewart avenue opposite Mitchell Field.

Information stations will give the necessary advice as to the locations of parks for motor vehicles.

No visitors will be allowed inside Hazlehurst Field, and the flying field will be kept clear of all persons not employed on air-planes.

Uniformed men will direct visitors to the field from the following stations: Mineola Long Island Railroad station, Garden City Long Island Railroad station, Clinton Road Long Island Railroad station, corner Stewart avenue and Clinton road, corner Clinton road and Old Country road, corner Stewart avenue and road leading to grand stand, bridge leading to grand stand, north side of landing field, main entrance to Hazlehurst Field and entrance to guests' grand stand.

through the air and settled at Roosevelt Field it looked more like a silvery colored fish—a regular whale of a fish—than anything else. One fresh water plug fisherman, familiar with artificial black bass baits, said it appeared to him like "a thundering big silver minnow," the gondolas looking not unlike the gangs of hooks as they dangled from the body of the dirigible.

READ HAS FAITH IN DIRIGIBLE'S FUTURE

Tells Audience That R-34's
Remarkable Feat Is Not
Fully Realized.

Lieutenant-Commander Albert C. Read, the United States Navy aviator who piloted the NC-4 on the first transatlantic voyage in a seaplane, told an enthusiastic group of men and women yesterday just what it felt like. He spoke in the Anderson Galleries to visitors to the Canadian War Memorials Exhibition.

"I have just come from Roosevelt Field, where the R-34 is anchored," he said, "and believe me do not quite appreciate how remarkable nor how important this splendid trip made by the British dirigible is. I am such a firm believer in the immediate future of the dirigible's commercial possibilities that I would rather talk about that than about my own flight."

Lieutenant-Commander Read outlined his own trip from Newfoundland to Plymouth briefly.

"There was no question of the ability of either type of airship—the heavier or the lighter than air—to cross the ocean. Demonstrations really were unnecessary. The important thing is to test their value as commercial agents. In the case of the R-34 a matter of being a day or two late in arriving is of no importance. The fact is that she set out to do just what she did do. In my flight a lateness of a couple of hours would have been fatal. That's the difference. The R-34 was delayed by strong head winds that compelled her to reduce from fifty to twenty miles an hour."

"I believe that the dirigible will make the return trip in half the time she took to come over. This will be the case if the same winds prevail. It was important that my trip be successful; not from a personal standpoint, but it happens that we set out to obtain certain important information and we got that information."

The managers of the exhibition had hoped that some member of the crew of the R-34 would accompany Read to the Anderson Galleries. The aviator reported that it was not possible for any of the R-34's men to be present.

Previous to Read's short speech motion pictures of the Vimy Ridge sector and an animated terrain map showing the capture by Canadian troops of the ridge were shown.

Subway Train Kills Trackman.

Salvatore Yemolo, a trackwalker employed by the Interboro, was making a tour along the tracks of the Seventh avenue subway near the Pennsylvania station yesterday when he was struck and killed by a northbound local train. He lived at 186 Madison street.

Broadway

Saks & Company

at 34th St.

Business Hours: 9 a. m. to 5:30 p. m.

Closed all day Saturdays during July and August

Beginning This Monday Morning

A Very Important Sale of Women's and Misses' Pumps and Oxfords

at much below their actual worth

\$6.95

After taking inventory we find on hand a number of broken lots of some of our best selling shoes. To assure prompt disposal they have been reduced to this low price. Included are—

207 Pairs Patent Leather Pumps | 579 Pairs Black Kid Oxfords
118 Pairs Gun Metal Pumps | 432 Pairs Brown Calf Pumps
Cuban and Military Heels

358 Pairs of Odds and Ends of Pumps and
Oxfords selling regularly as high as \$12 a pair
Louis XV. Heels

Second Floor.



For Two Days Only—

A Sale of Women's Bathing Suits Special at \$5.95

These are exact reproductions of our highest-cost bathing and beach suits, beautifully developed in silk poplin, lustrous surf satin, and knit worsted. To be had with or without trunks attached. Sizes 34 to 46. Three styles pictured.

Fourth Floor.

Greatly Reduced!

150 Women's Suits

Formerly \$29.50 to \$75

Now \$18, \$28, \$33

After a very busy season we find on hand a number of broken selections of our best selling styles in women's suits. To assure prompt disposal they have been reduced to these very modest prices. The models are in smart belted, blouse and box effects, fashioned of

Men's Wear Serge, Poiret Twill,
Tricotine and Taffeta

Fourth Floor.

Silk Underthings

For Milady—Summery and light of weight
priced very low

Washable Satin Bodices, in exquisite lace-trimmed and hand-embroidered styles. Special at \$1, \$2

Crepe de Chine Envelope Chemises, in five very charming styles, beautifully trimmed with lace. Special at \$2

Dainty Crepe de Chine Nightgowns, in six delightful styles, tailored or lace trimmed. Special at \$5

Smart Bloomers, in Crepe de Chine or Washable Satin. Strictly tailored models or lace-trimmed. Flesh color only. Special at \$3

Washable Satin Petticoats, shadow proof with scalloped edge and embroidered dot. Flesh color and white. Special at \$5

Third Floor

MEN'S Motor Dusters

Special

\$2.25

This low price is possible only because of a very unusual purchase.

Cut in full auto model, in Tan Cotton Linene. So much better than this price usually affords, they are entirely without competition.

Sixth Floor.



\$12.50 \$29.50 \$29.50

Cool and Delightfully Individual—

Women's Mid-Summer

Frocks of Georgette Crepe at \$29.50

Two very charming models, each new and truly interpretative of Fashion's latest edicts. One has a very beautiful tucked waist with trimming of pearl buttons, and three rows of cluster tucks on skirt. The second model is a simple, but most exquisite frock with open-front waist, and smartly tucked tunic. Obtainable in flesh color, white and orchid.

For afternoon and informal
wear more distinctive frocks are
not to be had. Sizes 34 to 44.

New, Crisp, Cotton Frocks Today at \$12.50

Inexpensive, yet very practical summertime frocks, fashioned of dark color voiles in rich foulard patterns, and dainty light-colored voiles for seashore and country. The model pictured is of white voile and ideally suited to seashore wear, displaying lace-trimmed vestee, collar, revers and pockets.

At \$12.50—splendid value

Fourth Floor.

Today—A Very Special

Sale of Boys' Summer Wash Suits at \$2.25



Every suit in this lot is made to our own specifications, assuring the best of service.

The materials were selected especially because of their dependable laundering qualities, and come in smart stripings, combination effects and solid colors. Sizes 8 to 8 years.

Second Floor.

Exceptional Value!

Cool, Summery Silk Skirts at \$15.50

The most charming Summer Skirts introduced, with shirred waistline and novelty pockets. Produced with rare skill in Baronette Satin, novelty silks, and crepe de chine. Every wanted color for immediate wear. Waist bands 25 to 36.

Also—A Very Fine Collection of

Cool, Washable Skirts at \$2.95, \$3.95 and \$5

At each price the selection of styles and materials affords almost unlimited latitude for individual choice. The workmanship is of a character that assures lengthy service, and no better wash fabrics are loomed—Cotton Gabardine, Surf Satin, Cotton Tricotine, French Cords, Basket Weaves and Honeycomb cloth. Waistbands 25 to 36.

Fourth Floor.

Saks

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don't succeed, fail, fail again.
But in tailoring, it is so easy to
pick the best the first time that
a man has only himself to blame
if he does not come straight to
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America—bar none

\$30.00 UP

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